(in rupees)

Name of the Institution	1983-84	1984-85	1985-86
1. Himachal Saiaswati Sanskrit Vidyalaya Jangla, Rohru.	3150	3150	—
2. Sanskrit Shodh Sansthan, Bharati Bihar Mashobra, Simla.	12,000	3,500	8,500
3. Baudh darshan Vidyalay Keylong, Distt. Lahanla Spiti.	—	1,24, 96	1,12.275

(c) The grant for 1986-87 will depend on the specific proposal from each college and the recommendation of the Grants Committee of this Ministry.

(d) The Government have so far not decided to take over the college.

(e) Does not arise.

Introduction of an inter-city train between Rajkot and Ahmedabad

210. SHRI CHIMANBHAI MEHTA: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government have received any suggestion from MPs and several institutions from Saurashtra for the introduction of an inter-city train between Rajkot and Ahmedabad;

(b) if so, the details thereof and Government's reaction thereto;

(c) whether Government have received any suggestions for more summer specials or holiday specials from Saurashtra to Bombay; and

(d) whether it is a fact that summer specials are cut down drastically in comparison to that of last year on Rajkot-Bombay Railway line?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) Yes, Sir.

(b) An inter-city train between Rajkot and Ahmedabad is being planned from the next time-table.

(c) Yes, Sir.

(d) Yes, Sir.

Wagons demand by Gujarat

211. SHRI CHIMANBHAI MEHTA: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that there is a big gap between demand and allotment of wagons for carrying coal by coal authorities for supply of coal, Gujarat; if so, what are the details during the last three years;

(b) what is the demand for wagons and the actual allotment to Gujarat; and

(c) whether the Department are aware of the fact that big scale theft of coal is going on with the connivance of Railway employees and Railway Protection Force in Gujarat particularly in Ahmedabad?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) The gap has been narrowed down over the years. The details of actual demand and loading during the last three years are given below: